

## WITHOUT COMPETITION.

*Admiralty: Portsmouth Dockyard, Labourer,*  
Jonathan Robert Walters.

*Prisons Department, England: Subordinate Officers, Division I,* William Henry Blackman, William Crampton, Thomas Croucher.

*Subordinate Officer, Division II,* Henry Charles Stone.

*Post Office: Postman, London,* Sidney James Waterman.

*Porter, London,* Frank Uncles.

*Sorting Clerk and Telegraph Learner, Birmingham,* Frances Annie James.

*Postman, Athlone,* John Monaghan.

March 13, 1897.

## AFTER OPEN COMPETITION.

*Second Division: Clerk,* George Edward Davidson.

*Post Office: Female Telegraph Learner in the Central Office, London,* Alice May Jackson.

## WITHOUT COMPETITION.

*Admiralty: Chatham Dockyard, Shipwrights,* Albert Edward Jenkins, William Wrey.

*Post Office: Postman, London,* William Henry Ford.

*Postmen, Manchester,* George Henry Adamson, Frank Bradshaw, George Low Gridale, William Holehouse, Alfred Isaacs, Charles William Gray Sansome, John Thomas Smith.

*Postmen,* Joseph William Andrews (Pontypridd), James Cass (Dewsbury), Fred Clements (Braintree), Alfred George Cook (Canterbury), Thomas William Dolman (Congleton), Thomas William Troy Keenan (Preston), David Macdonald Kemp (Dover), William Edward Mohon (Ferry Hill).

## NOTICES TO MARINERS.

(Nos. 143 to 147 of the year 1897.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

## No. 143.—ENGLAND—SOUTH COAST.

## PORTLAND HARBOUR.

*Discontinuance of Lights and Fog Signals at Certain Dolphins.*

WITH reference to Notice to Mariners No. 633 of 1896:—

Further notice is given that the breakwaters on the northern side of Portland Harbour are now in course of construction on the line of the dolphins already existing, and Mariners are again warned that only the channel between dolphins B and C (about 9 cables N.N.W.  $\frac{1}{2}$  W. from the northern extremity of the Outer Breakwater) and the channel between dolphin A (the south-eastern one) and the north end of the Outer Breakwater, can be used with safety for entering Portland Harbour on the north side.

Also, that, on 1st March, 1897, the lights shown from, and the fog signals given at, the dolphins, and also the lights from the end of the groyne, were discontinued, with the undermentioned exceptions:—

1. Dolphins A, B, and C, each show two white balls placed vertically, by day; and two white lights, placed vertically, by night, as before.

Lights therefore are only shown at the sides of the two channels given above.

2. The only fog signal (in addition to that at the Breakwater Lighthouse) is a bell, at dolphin B, on the south side of the northern channel.

[Variation  $17^{\circ}$  Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Portland to Owers, No. 2450; Dodman

Point to Portland, No. 2620; Bill of Portland to St. Albans Head, No. 2615; Weymouth and Portland, No. 2255; Portland Harbour, No. 2268. Also, List of Lights, Part I, 1897, Nos. 33b-33d; and Channel Pilot, Part I, 1893, pages 185-187.

No. 144.—YANG TSE KIANG ENTRANCE.  
*Alterations in Depths and Buoyage of South and North Channels.*

WITH reference to Notice to Mariners No. 733 of 1896:—

The Chinese Government has given notice, dated 28th December, 1896, that a survey of the South Channel, entrance to the Yang tse Kiang, has recently been made, from near Tung Sha Light-vessel to abreast Small Island, near the entrance to Wusung River:—

The best channel is now north-eastward of the Kiu Toan Light-vessel, and not south-westward as formerly.

Directions for South Channel.—Vessels entering the Yang tse should pass about 2 cables south-westward of Tung Sha Light-vessel, and then keep that light-vessel bearing S.  $49^{\circ}$  E. astern, until Kiu Toan Light-vessel is sighted bearing N.  $49^{\circ}$  W., when the latter light-vessel should be kept on that bearing ahead, until it is about 3 miles distant, or the beacon on House Island bears N.E. Then steer to pass about one to  $1\frac{1}{2}$  cables north-eastward of Kiu Toan Light-vessel, and after passing bring it to bear S.  $61^{\circ}$  E. astern, within a distance of one mile from it, keeping that light-vessel bearing S.  $61^{\circ}$  E. until it is 6 miles distant, or Kiu Toan small beacon bears about W. by S.  $\frac{1}{2}$  S. A vessel will then be a little north-eastward of mid-channel and Admiralty Chart, No. 1602 may be used as a guide to Wusung Outer Bar.

On the above track, the least depths were 21 feet, about  $2\frac{1}{2}$  miles north-westward of Tung Sha Light-vessel, thence 22 to 28 feet to abreast of House Island Beacon, decreasing to 18 feet past Kiu Toan Light-vessel, where a bar with that depth and about 2 miles in width has been formed by the junction of the Middle Ground and Blockhouse Shoal. After passing this bar, the water gradually deepens to 5 fathoms at 4 miles west-north-westward of Kiu Toan Light-vessel.

Caution.—The Kiu Toan Light-vessel has sustained numerous collisions through vessels, mostly steamers, trying to cross her bows without making due allowance for the strength of the tide; and the crew of the light-vessel state that their lives are frequently imperilled by steam-vessels passing dangerously near, when there is no reason why they should not keep at a safe distance.

Vessels should not pass between Tung Sha Light-vessel and South-east Spit; the locality has not yet been re-surveyed, but a shoal patch has been found there, with a depth of only 6 feet on it at low water, where the charts show  $3\frac{1}{2}$  fathoms.

Buoys.—The buoy marking the north-west end of Middle Ground will shortly be withdrawn, and a new conical buoy, painted red, surmounted by a black inverted frustum cage, and named Blockhouse Shoal Buoy, will be moored on the edge of that shoal between Kiu Toan Light-vessel and South-east Knoll Buoy, in approximately lat.  $31^{\circ} 18\frac{1}{2}'$  N., long.  $121^{\circ} 45'$  E.

Also, the Chinese Government has given notice, dated 11th January, 1897, that systematic sweeping operations have been carried on in the north or Shawsishan Channel for a period of four months; this entrance is now considered free from all artificial obstructions, and the under-